

MAY 25, 1953

How to Build the St. Lawrence Seaway . . . p. 19

RAILWAY AGE

NEWS
ISSUE

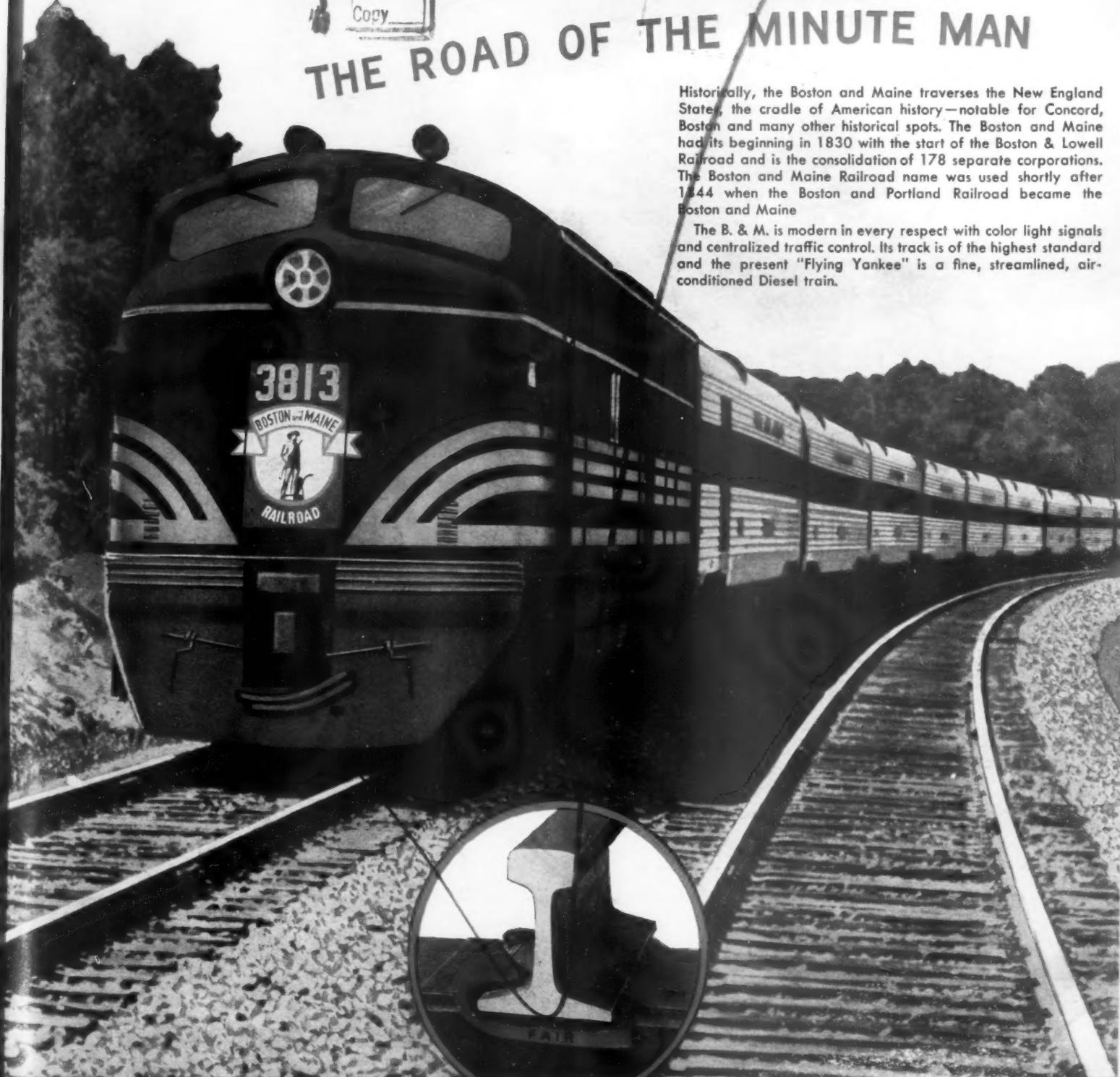
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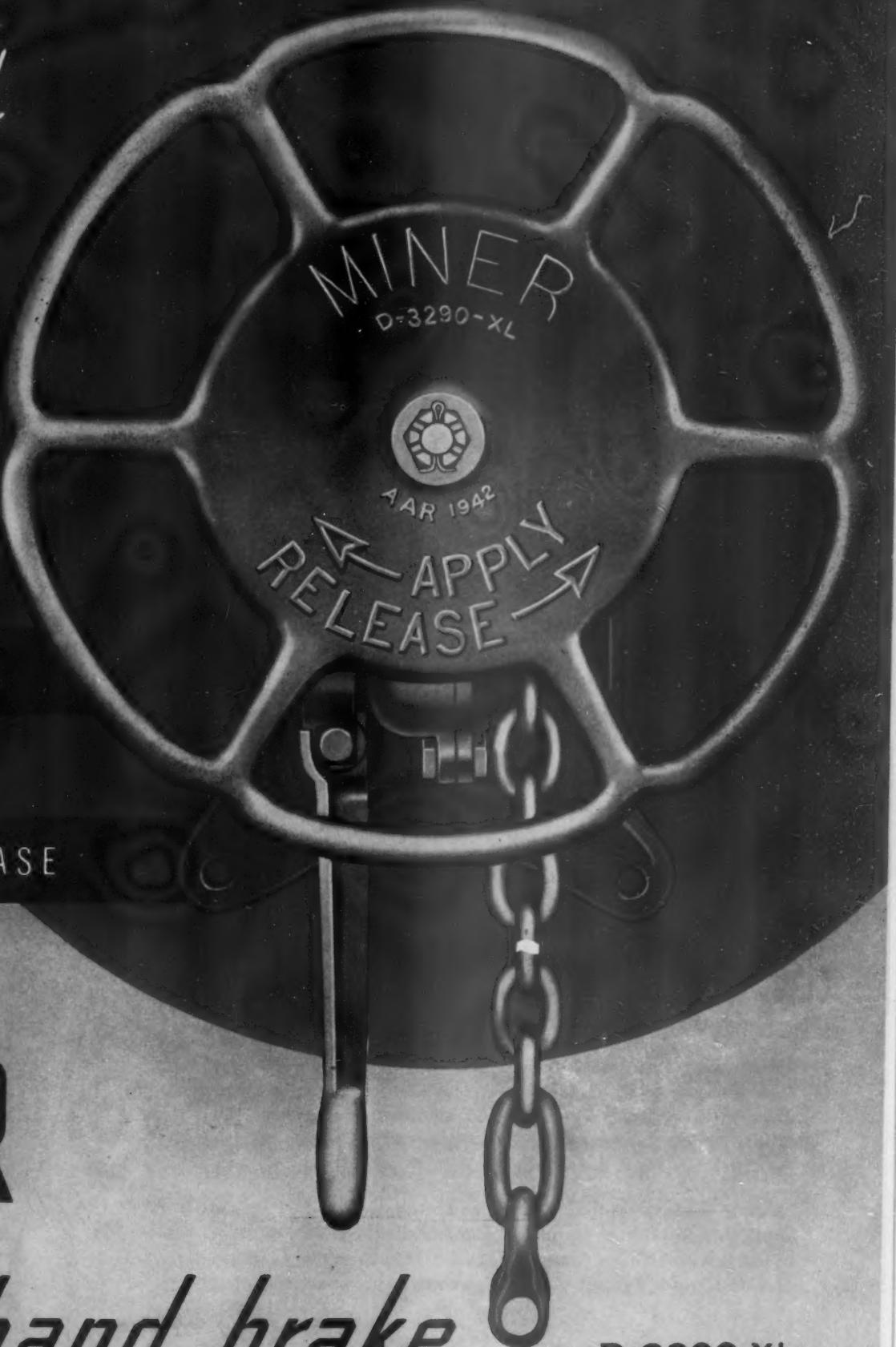
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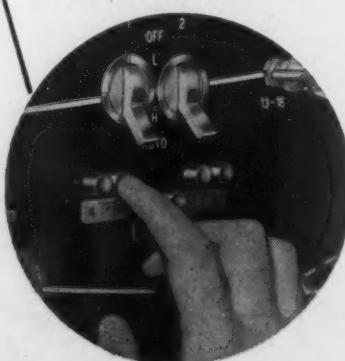
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May 25, 1953 NEWS ISSUE Vol. 134, No. 21

Week at a Glance

Continuation of Ex Parte 175 Rate Increases is sought by the railroads in statements filed with the I.C.C. last week by 29 witnesses. 9

Air Travel Continues to Increase. First-class air traffic exceeded in 1952, for the first time, half of the combined first-class air and rail travel. Air coach travel, too, mounted sharply. 10

A Small but Hopeful Decline in the I.C.C.-calculated passenger service deficit was reported in 1952, as compared with 1951. 11

In a Major Executive Change, John Barriger has moved from the vice-presidency of the New Haven to a similar post on the Rock Island, while Downing Jenks has moved up another peg in the latter organization. 14

The I.C.C. May Soon Have a New Member if the Senate confirms President Eisenhower's nomination of Owen Clarke, of Yakima, Wash., to succeed veteran Commissioner William J. Patterson. 14

FORUM: If the St. Lawrence Seaway is going to be built (and we don't agree that it should be) why can't it be done without further burdening U. S. taxpayers? 19

BRIEFS

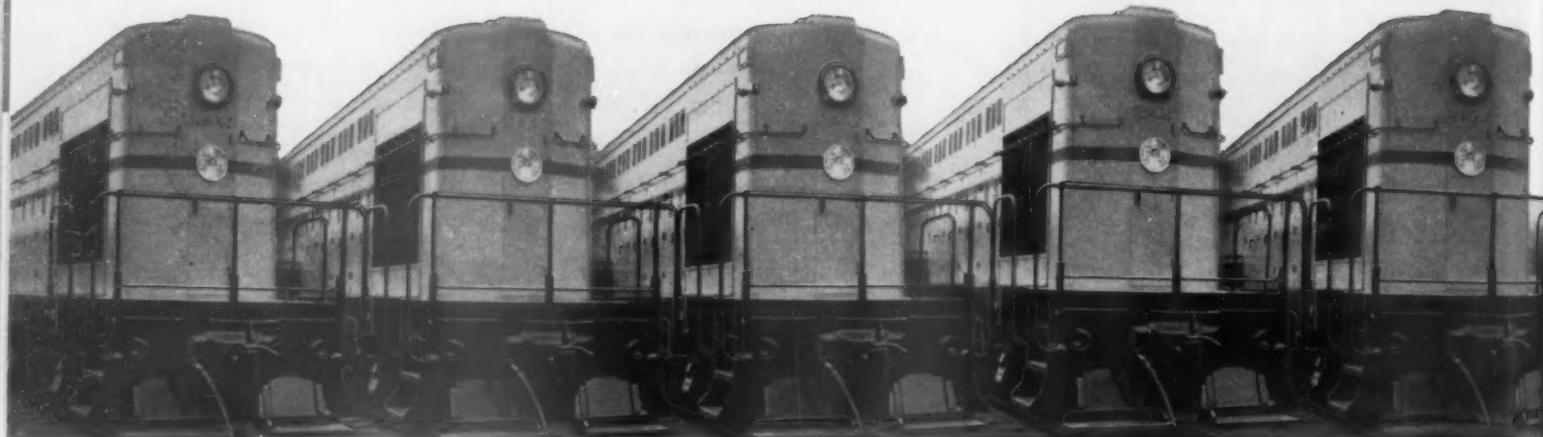
A Bitter and Destructive Fight is taking place among the various forms of transportation, Interstate Commerce Commissioner Anthony F. Arpaia told the recent annual meeting of the Association of I.C.C. Practitioners in San Francisco. "This," he added, "is not the constructive, progressive action which will lessen the need for regulation." Mr. Arpaia's address, which will be abstracted in the June 1 *Railway Age*, stressed the need for transport agencies "to promote joint serv-



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Current Statistics

Operating revenues, three months
1953 \$ 2,595,586,715
1952 2,587,830,490
Operating expenses, three months
1953 \$ 1,979,690,424
1952 2,010,462,704
Taxes, three months
1953 \$ 310,779,045
1952 316,080,653
Net railway operating income, three months
1953 \$ 251,457,554
1952 218,894,422
Net income, estimated, three months
1953 \$ 186,000,000
1952 145,000,000
Average price railroad stocks
May 19, 1953 65.39
May 20, 1952 59.78
Car loadings revenue freight
Nineteen weeks, 1953 13,388,506
Nineteen weeks, 1952 13,717,174
Average daily freight car surplus
May 16, 1953 40,519
May 17, 1952 24,248
Average daily freight car shortage
May 16, 1953 2,217
May 17, 1952 2,312
Freight cars delivered
April 1953 6,839
April 1952 7,403
Freight cars on order
May 1, 1953 62,637
May 1, 1952 108,270
Freight cars held for repairs
April 1, 1953 94,896
April 1, 1952 94,509
Average number of railroad employees
Mid-March 1953 1,187,906
Mid-March 1952 1,221,135

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Week at a Glance CONTINUED

ice, coordination and cooperation so the most useful and most productive features of each can be utilized."

Higher Per Diem Rate is probably on the agenda of the meeting of the board of directors of the Association of American Railroads to be held later this month. The powerful general committee of the Operating-Transportation Division, meeting in San Francisco in April, is reported to have recommended raising the rate from the present \$2 to \$2.40. Under the Bulwinkle Act, the proposal would have to be voted upon by all subscribers to the per diem agreement, on the basis of their car ownership.

Legality of Railroad Union Shop Agreements is being tested in several suits filed by employees of various railroads, particularly in the South. This was brought out at the recent annual meeting of the Southern by that company's president, Harry A. DeButts, when he explained that "the Southern recently found it absolutely necessary to reluctantly execute a union shop agreement" even though "we have always believed the union shop is wrong in principle, and still do." The company, he said, "had to face realities," because "the railroads fought a lone battle without substantial help from other industries, the public or railroad employees."

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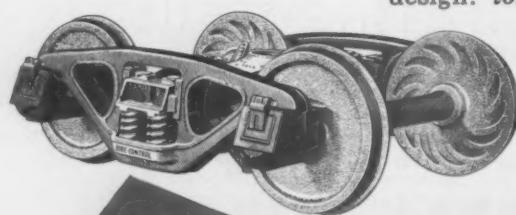
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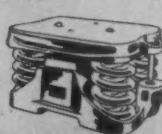
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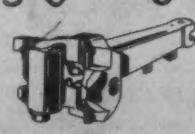
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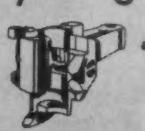
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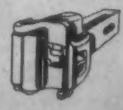
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I.C.C. Gets Railroad Rate Pleas

Statements submitted by 29 witnesses comprise industry's presentation in support of proposal that Ex Parte 175 increases be made permanent

The railroad industry's presentation in support of its proposal that the Ex Parte 175 increases in freight rates be made permanent was submitted to the Interstate Commerce Commission on May 15.

It was embodied in verified statements filed by 29 witnesses in accordance with the schedule set for the case by the commission. That schedule calls for the filing of rebuttal testimony by June 2 and the opening of public hearings on June 15.

The "175" increase now has an expiration date of February 28, 1954, and the railroad proposal is that this be removed. The carriers also want to remove the requirement that the increases be published as surcharges, and thus pave the way for incorporating them into the regular rate structure.

Earnings "Substandard"

As summarized in a joint statement issued by the territorial traffic associations, the railroad presentation is designed to show that, even with the "175" increases, railroad earnings "have been substandard and operating costs have continued to rise." Another general aim of the presentation was to emphasize that "continuation of the

railroads' improvement program depends on the present level of rates."

Further pointing up the salient features of the testimony, the summary statement put the carriers' case this way:

"The railroads need these rate increases now as much as when they were granted, and there is nothing whatever to suggest that the need will be any less on February 28, 1954, or any date in the foreseeable future. The cost increases which required the rate increases are of a continuing nature.

"The rate of return earned by the railroads under the current rate levels in the 12-month period ended April 30, 1953, was only 4.3 per cent and is estimated at 3.94 per cent for 1953. Although the improved earnings resulting from the rate increases authorized last year were beneficial, the rate of return they produce is still substandard, particularly in a time when business activity and general prosperity have been on a high level and railroad freight volume has been heavy.

"If the increased rates were allowed to expire, railroad earnings would be cut to only 1.64 per cent on average net investment and rail service would be seriously affected. The picture would be about the same for 1954 without the Ex Parte 175 increases.

"Comparing estimated 1953 operations with those of 1950, the year prior to the initial portion of the Ex Parte 175 in-

crease, operating revenues and operating expenses have each risen by about one billion dollars in this period. The rise in revenues came from Ex Parte 175 increases, while the higher operating costs resulted from increased wage rates and higher fuel, material and supply prices.

"While the railroad hourly wage rate has gone up 18.5 per cent and price of materials and supplies has increased 20.3 per cent since 1950, the average revenue received for hauling a ton of freight one mile increased only 10.2 per cent.

"Although wage rates and material prices increased to a greater relative extent than did freight rates, the railroads were able to offset the cost increases over and above revenue increases by continued advances in efficiency and economy of operations brought on in large measure by their postwar capital improvement program, which will have aggregated \$9,000,000,000 in the 1946-1953 period.

Capital Needs

"The railroads' capital improvements requirements for 1953 will be close to an annual average of \$1,280,000,000 of the past five years. Unless freight rates now in effect are made permanent, this improvement program will have to be cut to the bone. Uncertainty as to future rates will seriously impair the railroads' ability to program capital improvements in the latter part of this year and in 1954, and to carry forward other planning essential to the sound operation of the industry.

"Also, this uncertainty is harmful from the standpoint of the railroads' credit position. The railroads are competing with other industries in the credit markets and no other industry is subject to a like expiration date on its prices."

The list of those who submitted the statements was headed by William T. Faricy, president of the Association of



SEATTLE TICKET OFFICE of the Chicago, Milwaukee, St. Paul & Pacific has been relocated in these modern quarters in the Vance building, about a block distant from the former location at Fourth avenue and Union street. Passers-by may view the whole interior, including



PHOTO MURALS that depict scenic highspots of territories served by the road. The miniature "Hiawatha" streamliner (beyond the murals) is made of plexiglass and is in full color. Counters and furniture are of American walnut. Lighting is fluorescent.

American Railroads, and it included the following railroad presidents:

Walter S. Franklin, Pennsylvania; William White, New York Central; Roy B. White, Baltimore & Ohio; P. M. Shoemaker, Delaware, Lackawanna & Western; Wayne A. Johnston, Illinois Central; P. W. Johnston, Erie; E. T. Moore, Central of New Jersey; C. A. Major, Lehigh Valley; J. A. Fisher, Reading; Arthur K. Atkinson, Wabash; Champion McDowell Davis, Atlantic Coast Line; J. E. Tilford, Louisville & Nashville; Paul E. Feucht, Chicago & North Western; John P. Kiley, Chicago, Milwaukee, St. Paul & Pacific; D. V. Fraser, Missouri-Kansas-Texas; and R. S. Macfarlane, Northern Pacific.

Also on the list were:

Fred Carpi, vice-president in charge of traffic, PRR; George T. Carmichael, vice-president, secretary and treasurer, New York, New Haven & Hartford; V. S. Andrus, assistant to president, Southern Pacific; D. W. Brosnan, vice-president—operation, Southern; V. P. Brown, assistant freight traffic manager, Great Northern; J. H. Parmelee, vice-president, A. A. R.; B. H. Moore, valuation assistant to vice-

president, A. A. R.; H. T. Bradley, valuation engineer, Missouri Pacific; Jules Backman, School of Commerce Accounts, New York University; J. Harvie Wilkinson, Jr., Richmond, Va., executive vice-president, State-Planters Bank & Trust Co.; Herbert B. Doran, School of Commerce, New York University; and Adrian M. Massie, chairman of the board of directors, New York Trust Company.

Opposition

The commission has also received various additional presentations from shipper interests, government departments and other carriers. The Department of Agriculture opposes the railroad petition as does the General Services Administration.

Meanwhile, the commission has denied petitions filed by the National Coal Association and supporting coal interests, which sought immediate cancellation of the increases insofar as they apply on bituminous coal. The denial order was dated May 14.

I. C. C. Eases Lease Rules For Farmer-Owned Trucks

The Interstate Commerce Commission has ordered its truck-leasing rules into effect September 1, but it has modified them to exempt farmer-owned vehicles from the ban on trip leasing.

The commission acted in a series of orders dated May 18. Meanwhile, the House Committee on Interstate and Foreign Commerce has made no move to report the so-called trip-leasing bill—H.R. 3203, which would end the commission's authority to prohibit trip leasing.

The exemption for farmer-owned trucks does not apply to all trucks carrying agricultural products, livestock, etc., and is thus not as broad as the Interstate Commerce Act's so-called agricultural exemption. The pertinent provision of the modified rule is a new paragraph 207.4(a) (3) (ii), which reads as follows:

"A carrier may lease the motor vehicle owned by a producer or grower of agricultural commodities or of livestock for any period where such producer or grower uses the vehicle in transporting his agricultural commodities or livestock to market and the motor carrier desires to use it for transportation authorized by its certificate on the return of the vehicle to a point in the state from which the agricultural products or livestock were transported, provided the motor carrier receives at the time of the lease a statement signed by such producer or grower, giving the origin and destination of the shipment of agricultural commodities or livestock and authorizing the driver to lease the vehicle for the return trip."

Meanwhile, there remains in the same rule that provision which exempts "equipment specified in section 203(b)(6) of the act" from the trip-leasing ban for a period of six months after the effective date of the rules—provided such equipment is being returned "over reasonably direct routes" to the point where it started with

Competitive Transport

Air Lines Still Winning Travelers

They took more than half of 1952's first-class business and nearly 11 per cent of coach business

First-class passenger traffic of scheduled domestic air lines in 1952 amounted to 50.7 per cent of the combined first-class air and rail traffic. The air lines also obtained 10.6 per cent of last year's combined rail (excluding commutation) and air coach business.

These and other like comparisons are shown in the accompanying table, reproduced from the latest "Monthly Comment" of the Bureau of Transport Economics and Statistics of the Interstate Commerce Commission.

The bureau calculated that the air lines' total 1952 business (12,121 million passenger-miles of both first-class and coach traffic) reflected an increase of 18.7 per cent above 1951 traffic. It also referred to estimates of the Air Transport Association which indicate that another 1,307 million

passenger-miles of service were performed in 1952 by irregular air carriers.

As the bureau pointed out, the growth of air passenger business in recent years "is attributable in no small degree" to expansion of air coach services. The 1952 coach traffic amounted to 19.35 per cent of passenger-miles flown by scheduled lines.

Meanwhile, the Civil Aeronautics Board, in an opinion issued May 14, dismissed the general passenger-fare investigation it instituted early last year. At the same time, the board provided that its staff, with cooperation of the air lines, would prepare a study of problems relating to fare structure and fare level to give the board a background for its consideration of fare and rate matters.

Passenger-Miles—Railroads and Scheduled Domestic Air Lines

(millions)

Year	First class		Percent air of rail and air combined	Coach ¹	
	Rail parlor and sleeping car	Air regular flights		Rail excluding commutation	Air
1946	19,801	5,903	23.0	39,039	...
1947	12,261	6,011	32.9	27,660	...
1948	11,015	5,822	34.6	24,315	...
1949	9,349	6,322	40.3	20,273	249 1.2
1950	9,338	6,710	41.8	17,443	1,056 5.7
1951	10,226	8,239	46.6	19,524	1,272 6.1
1952	9,504	9,775	50.7	19,758	2,346 10.6

¹ As air coach service began in 1948, the figure for that year includes a small quantity of air coach passenger-miles.

AN IDEA FOR CONVENTIONS

With the growing popularity of open, group discussions in railway convention proceedings, some people are always missing part of the proceedings because it is hard to hear a man behind one's back.

Instead of leaving the chairs and speaker's table set up theater-fashion (which forces everyone to address the moderator rather than the audience), why not take time out to rearrange the chairs into a great circle and place the moderator in the center? This puts everyone face to face. And if the group isn't too well acquainted, the mere act of rearranging the chairs helps to start things off on a friendly, informal note.

agricultural commodities. The vehicles here involved are all those (regardless of ownership) used in carrying agricultural commodities, livestock, etc., if "not used for carrying any other property or passengers for compensation."

Other leasing rules were modified "slightly," as the commission's acting secretary, George W. Laird, put it in a notice accompanying the commission orders, of which there were four. The case is docketed as Ex Parte No. MC-43.

Figures of the Week

Passenger Service Still Big Loser

But 1952 deficit of \$642.9 million was \$37.9 million less than 1951's \$680.8 million, the all-time peak

Last year's passenger-service deficit of Class I railroads—\$642.9 million—was \$37.9 million less than 1951's loss of \$680.8 million, the all-time peak. It was nevertheless the third largest deficit on record, having been topped in only one other year—1949, when the loss was \$649.6 million.

The comparative figures were published in the latest "Monthly Comment" issued by the Bureau of Transport Economics and Statistics of the Interstate Commerce Commission. The amount of the 1952 deficit had previously been announced by Commissioner Walter M. W. Splawn, as

reported in *Railway Age* of May 18.

The "Comment" article also showed that last year's net railway operating income from freight service was \$1,078 million, an all-time peak, which topped the comparable 1951 figure by \$97.2 million. The proportion which was absorbed by the passenger-service deficit in 1952 was 37.4 per cent, compared with 41.9 per cent in 1951. The bureau explained that the accounting is such that the freight-service figures reflect tax relief afforded by the passenger-service deficits.

In the accompanying table, reproduced from the "Comment," are figures

comparing the 1952 and 1951 results for 35 large roads (which accounted for about 84.5 per cent of the freight-service net and 86.6 per cent of the passenger-service deficit in 1952). Discussing this showing, the bureau noted that each of the 35 roads had passenger-service deficits in both years, and that the deficits of 10 roads were larger in 1952 than in 1951.

There was also in the "Comment" another table showing financial results of passenger services for each year back to 1946 and averages for the years 1936-1941 and 1942-1945. The latter period was the only one with black figures, its average annual net railway operating income from passenger service having been \$208.3 million. The average annual loss for the 1936-1941 period was \$244.9 million. For the 1946-1952 period, the deficits ranged from the 1951 figure of \$680.8 million to 1946's \$139.7 million.

Freight Car Loadings

Loadings of revenue freight in the week ended May 16 totaled 779,805 cars, the Association of American Railroads announced on May 21. This was an increase of 14,394 cars, or 1.9 per cent compared with the previous week; an increase of 25,357 cars, or 3.4 per cent, compared with the corresponding week last year; and a decrease of 29,670 cars, or 3.7 per cent, compared with the equivalent 1951 week.

Loadings of revenue freight for the week ended May 9 totaled 765,411 cars; the summary for that week, compiled by the Car Service Division, A.A.R., follows:

REVENUE FREIGHT CAR LOADINGS For the week ended Saturday, May 9

District	1953	1952	1951
Eastern	132,530	123,086	140,974
Allegheny	157,198	143,215	167,676
Pocahontas	55,045	52,620	61,645
Southern	124,204	124,353	130,972
Northwestern	125,873	115,303	128,790
Central Western	113,123	105,414	118,663
Southwestern	57,438	55,868	59,407
Total Western Districts	296,434	276,585	306,860
Total All Roads	765,411	719,859	808,127

Commodities:	1953	1952	1951
Grain and grain products	39,775	41,126	45,132
Livestock	8,609	8,357	8,135
Coal	124,312	114,228	132,999
Coke	13,773	11,617	16,175
Forest products	40,861	39,577	48,514
Ore	85,917	75,503	82,892
Miscellaneous l.c.l.	69,998	72,113	77,102
Miscellaneous	382,166	357,138	397,178
May 9	765,411	719,859	808,127
May 2	781,499	744,724	803,337
April 25	779,804	779,489	824,662
April 18	731,628	735,069	810,022
April 11	721,139	690,752	777,989

Cumulative total
19 weeks ... 13,388,506 13,717,174 14,257,618

In Canada.—Carloadings for the seven-day period ended May 7 totaled 79,487 cars, according to the Dominion Bureau of Statistics.

Totals for Canada:	Revenue Cars Loaded	Total Cars Rec'd from Connections
May 7, 1953	79,487	33,201
May 7, 1952	80,131	32,822
Cumulative Totals		
May 7, 1953	1,319,331	575,766
May 7, 1952	1,381,074	629,194

CAR SURPLUSES, SHORTAGES

Average daily freight car surpluses and shortages for the week ended May 16 were announced by the Association of American Railroads on May 21 as follows:

	Surplus	Shortage
Plain Box	13,644	1,177
Auto Box	152	38
Total Box	13,796	1,215
Gondola	1,681	143
Hopper	13,651	542
Covered Hopper ..	3	143
Stock	5,040	0
Flat	0	171
Refrigerator	6,023	0
Other	325	3
Total	40,519	2,217

Traffic

I.C.C. Bureau Alters Split Of 1951 Passenger Deficit

The Interstate Commerce Commission's Bureau of Accounts and Cost Finding has issued a revised version of its distribution of 1951's passenger-service deficit by types of passenger-train traffic.

The revision is Statement No. 3-53, and it supplants Statement No. 4-52, which was issued last November (*Railway Age*, November 10, 1952, page 11). Like the latter, it was prepared by the bureau's Cost Section, and it also bears the usual disclaimer that it was issued "as information" and "has not been considered or adopted" by the commission.

The revised table showing the distribution on the basis of fully allocated costs is reproduced here.

Distribution of Passenger Deficit Among Types of Passenger-Train Traffic Based on Total Operating Expenses, Rents, and Taxes*

Type of passenger-train traffic (1)	Passenger revenues (millions) (2)	Passenger operating expenses, taxes & rents (millions) (3)	Passenger deficit (col. 3 minus col. 2) (millions) (4)	Revised distribution of total deficit (per cent) (5)	Original distribution of total deficit (per cent) (6)
Head-end traffic:					
Mail	\$336	\$401	\$65	9.5	0.6
Express	83	175	92	13.5	21.8
Baggage, including milk	12	73	61	9.0	9.1
Subtotal, head-end	431	649	218	32.0	31.5
Passenger carriage	1,018	1,481	463	68.0	68.5
Total	1,449	2,130	681	100.0	100.0

* From Statement No. 4-52, page 2, column 5.

L.C.L. Tonnage Down One-Third Since 1939

Tonnage of l.c.l. freight originated by Class I railroads dropped more than one-third between 1939 and 1952. Meanwhile, however, l.c.l. revenue was up more than one-third.

This was shown in the latest "Monthly Comment" issued by the Bureau of Transport Economics and Statistics of the Interstate Commerce Commission.

The tons-originated figures were: 1939—14.9 million tons; 1952—9.3

million tons. Respective revenue figures were \$252.3 million and \$351.6 million. On the index basis (1939 being 100), the 1952 tonnage index was 62.6 and its revenue index 139.4.

The bureau's discussion of the figures pointed out that much l.c.l. traffic has been diverted in recent years to freight forwarders, shipments of which are reported as carload tonnage. It also suggested that "presumably a considerable amount of l.c.l. traffic which formerly moved by rail has been diverted to motor carriers, both private and for-hire."

Operations

"Time to Stop Bickering!"

Costly rail-highway fight hasn't produced a ton of revenue freight for either side, says Rail-Trailer chief

Money spent by railroads and highway carriers in "fighting" each other would be more useful to both if it were spent elsewhere, E. F. Ryan, president of the Rail-Trailer Company, said in Chicago on May 15.

"The time has come for this costly

bickering to stop," Mr. Ryan told the Union League Club's Railway Supply Group. "This campaign hasn't brought a single ton of revenue freight to either rails or highways. The natural answer lies in coordinating facilities."

"If all license fees and gasoline taxes—the so-called user fees—were paid by truck operators—all truck operators—and you and I rode free, the motor carriers' share of the added burden would increase his expense only 76 cents a shipment. That isn't an insurmountable cost for truckers to absorb," he told his audience.

Last Chance?

The railroads have a chance to benefit from the flow of traffic over the highways, he said, adding "but it may very well be their last chance." Toll roads save truckers so much in driver time and in lower operating costs that operators are willing to pay to use them. The saving is much more than the cost of the toll. And these savings could enable truckers to support the cost of much additional toll road mileage, he pointed out.

Mr. Ryan said railroads were losing ground in the freight business because, although dollar volume of revenues is higher, the railroads' share of the total

We Missed You!

Yes, we missed you while checking our car-loading records last month. Maybe you didn't have anything going our way. Just thought we'd let you know we are thinking of you and are looking forward to serving you at an early date.

Your old friend, *Colonel Cotton Belt*,



BLOTTER WITH A MESSAGE for missing shippers is sent out by the St. Louis Southwestern's new figure-



head, "Colonel Cotton Belt." A similar blotter with thanks goes to shippers served the previous month.

transportation market is declining. "Before World War II there were about two million freight cars in service. Today there is about the same number. But in that same period, the number of motor trucks and trailers in service has jumped from four million to nine million."

He said the average freight car makes about 22 revenue trips a year to earn about \$4,400. With truck-trailer-hauling flat cars operated on a regular schedule, it is possible to make between 150 and 200 revenue trips a year and earn close to \$37,000. "There," he said, "is a real opportunity for the railroads."

Pullman-Standard Shows Cushion Underframe

One exhibit which attracted a lot of attention at the National Materials Handling Exposition, held at Philadelphia May 18-22, was the Pullman Standard Car Manufacturing Company's "Cushion Underframe." Laboratory tests, the manufacturer states, "under the most extreme conditions have indicated that the Cushion Underframe is capable of reducing the amount of damage to one-third that of a conventional car."

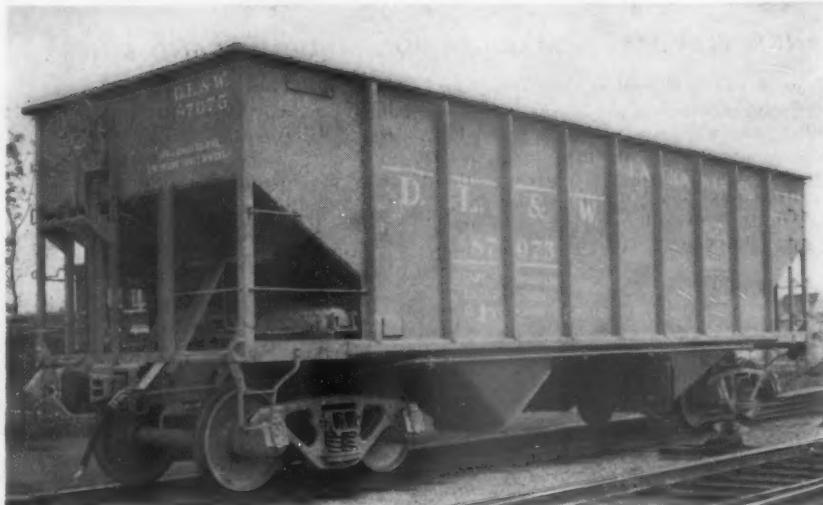
Cars equipped with the Cushion Underframe are arranged so that the center sill slides relative to the underframe and is connected to the car body through the cushion gear, which is of rubber. Pullman-Standard says the total travel of the sill is approximately eight inches under an impact of 13 m.p.h.

Information furnished by Pullman-Standard on Western Pacific experience with Cushion Underframe-equipped PS-1 box cars indicates that shipments from Chicago to California points sustained only minor damage in most cases, despite the fact that some severe impacts were experienced.

SP Brings Superintendents And Engineers Together

A three-day meeting of operating and engineering officers of the Southern Pacific was held recently in San Francisco for the three-fold purpose of (1) "promoting closer acquaintanceships; (2) improving general knowledge of departmental operations; and (3) effecting a broader understanding of company policies and objectives."

For the first time in the railroad's history, superintendents from all divisions of both Pacific lines and lines in Texas and Louisiana, plus those from the affiliated Northwestern Pacific and Pacific Electric, gathered at one point to talk of mutual interests. Sitting in with engineering officers, the group discussed such matters as train performance; schedules and car supply; motive power and car performance and maintenance; freight protection; merchandise and station services; communications; safety; per-



THIS COAL-CARRYING 50-ton hopper car, one of 500 being built for the Delaware, Lackawanna & Western at the Berwick, Pa., plant of the

American Car & Foundry Co., has a capacity of 2,221 cu. ft. and an inside length of 35 ft. 7 1/4 in. The order should be delivered by early June.

sonnel matters; employment and training practices; engineering and maintenance; public and employee relations; and long-range planning.

Between open discussion sessions, the combined group heard from President D. J. Russell; J. W. Corbett, vice-president, operations; R. E. Hallawell, general manager at San Francisco; T. M. Spence, general manager at Houston; and E. E. Mayo, chief engineer at San Francisco.

by the Freight Traffic Statistics Committee of the Accounting Division, Association of American Railroads.

This was announced May 18 by A. R. Seder, A.A.R. vice-president in charge of the Finance, Accounting, Taxation and Valuation Department. The new edition was recommended by the Accounting Division's Committees on Statistics and Freight accounts.

Safety

Employee Safety Awards

The National Safety Council has reported two errors in its recent news release about 1952 group winners of the Railroad Employees National Safety Awards (*Railway Age*, May 18, page 13). The Birmingham Southern, not the Bush Terminal (New York City), had the best safety record among roads working less than 1,500,000 man-hours, and the Pullman Company's winning shop unit was that in Richmond, Calif.

Accounting

New Edition of Freight Commodity Classification

A new edition of the Freight Commodity Classification will be issued to become effective January 1, 1954. It will bring up to date the 1947 edition, incorporating all revisions now covered by supplements as well as amendments approved before the date of printing

People in the News

Robins Quits D.T.A.; Will Return to Coast Line

Francis B. Robins has resigned, effective May 31, as director of the Equipment and Materials Division, Defense Transport Administration. He will return to the Atlantic Coast Line, becoming superintendent of its Norfolk District with headquarters at Norfolk.

Before coming to D.T.A. in November 1950, Mr. Robins was superintendent of ACL's Wilmington District. In accepting the resignation, D.T.A. Director James K. Knudson paid this tribute to Mr. Robins:

"I want to thank you for your service as the first and only director of the Equipment and Materials Division. Your previous experience in that field gave you an understanding of the problems to be met and the difficulties to be overcome in planning to obtain the essential materials for our activities."

"Your disposition, good judgment and tenacity guided the administration through many difficult periods. I am certain that your counsel and advice was of great benefit to the entire transportation industry."

JENKS ELEVATED; BARRIGER JOINS ROCK ISLAND LINES

In a move designed to strengthen the organization and to insure continued maintenance of the road's sales and operating performance, the creation of two new vice-presidential positions has been announced by J. D. Farrington, president of the Chicago, Rock Island & Pacific.



Downing B. Jenks

Downing B. Jenks—at 37 the youngest top-level officer on any major railroad—has been elected to the newly created post of executive-operating vice-president. In his new position he will retain the full responsibilities of the operating department, in addition to assuming certain executive functions.

John W. Barriger, formerly president of the Monon, and more recently

vice-president of the New Haven, has been elected a vice-president of the Rock Island. His duties will be to serve as an assistant to Mr. Farrington, performing special assignments.

Both officers will assume their new duties June 1.

Commenting on Mr. Barriger's



John W. Barriger

joining his organization, Mr. Farrington told *Railway Age*: "He is bringing to the Rock Island unusual abilities along certain lines which we feel can be utilized to advantage and will complement the excellent work of our present staff."

Mr. Jenks' advancement, according to Mr. Farrington, is "to provide further training for the eventual assumption of greater responsibilities."

Clarke Appointed to I.C.C. As Successor to Patterson

Owen Clarke, an attorney of Yakima, Wash., and former chairman of the Washington Public Service Commission, has been nominated by President Eisenhower for membership on the Interstate Commerce Commission as successor to Commissioner William J. Patterson. The nomination went to the Senate May 19.

Mr. Clarke, who is 39 years of age, served as chairman of the Washington commission during the 1949-51 period. His term on the I.C.C. would run until December 31, 1959.

Commissioner Patterson's term expired last December 31, but he has continued to serve, pursuant to provisions of the Interstate Commerce Act and an executive order issued by former President Truman. The I.C. Act provides that a commissioner whose term has expired shall remain in office until his successor qualifies, while the Truman order exempted Mr. Patterson, who will be 73 next month, from the rule requiring government employees to retire at 70.

A commissioner since August 1,

1939, Mr. Patterson's association with the commission began 39 years ago. He joined the staff in 1914 as an inspector of safety appliances, and he was director of the Bureau of Safety at the time of his appointment to the commission.

Miscellaneous

RR Spending Effects Cited by Faricy

Results of expenditure of more than \$8,000,000,000 for improvement of railroad facilities and equipment since the end of World War II were outlined by William T. Faricy, president of the Association of American Railroads, in a May 8 talk before the Traffic Club of New Orleans.

"All the down payments of this money have come from the railroads' own resources," he said, "with the result that working capital has been reduced to only about one-third of what it was at the close of World

War II. The rest of the money to make these purchases has come from borrowings on equipment trust agreements, conditional sales and similar measures of deferred payments for new equipment, with the result that this type of railroad indebtedness has trebled in the postwar period."

Among those benefiting from railroad purchases, Mr. Faricy said, are the suppliers of the 100,000 different items railroads buy and use. He referred to a study which shows that railroads make purchases in over 2,500 counties of the slightly more than 3,000 counties in this country. Railroad purchases also pay in better service to the public in the form of more dependable freight service, more comfortable passenger service and greater safety for passengers and employees. Such purchases also pay off to railroads in greater efficiency and economy, he added.

SAB Brake Regulator— A Correction

The American SAB Company of Chicago is "offering" the SAB type DRV double-acting brake regulator, not "producing" it, as mentioned on page 113 of the May 18 issue of *Railway Age*. The regulator is manufactured in Sweden. Incidentally, the cut showing how the regulator is installed as a part of a pull rod to control brake-shoe clearance is upside down.

Organizations

The Clearing-Cicero Traffic Conference has elected Edward T. Keen, of Hotpoint, Inc., as president for the ensuing year. Elected to serve with Mr. Keen are: Vice-president, L. F. Hines, Pan American Airways; secretary, John F. Kocian, Pennsylvania; treasurer, John W. Johnson, Sunbeam Corporation; and financial secretary, Robert J. Bindner, Chippewa Motor Freight Company. The officers were installed at a May 7 dinner meeting.

At the 48th annual dinner meeting of the Toledo Transportation Club, May 4, the following officers were elected for 1953: President, Ray Priest, sales representative, Liberty Highway; first vice-president, H. J. Spangenberg, general agent, Erie; and secretary-treasurer, C. H. Lorenz, division freight and passenger agent, Wabash.

The 59th annual meeting of the Accounting Division of the Association of American Railroads will be held at the Edgewater Beach Hotel, Chicago, June 1-4. Elmer Hart, comptroller of the Pennsylvania and chairman of the division, will be chairman of the meeting. Among those addressing the June 2 session will be Wayne (Continued on page 20)

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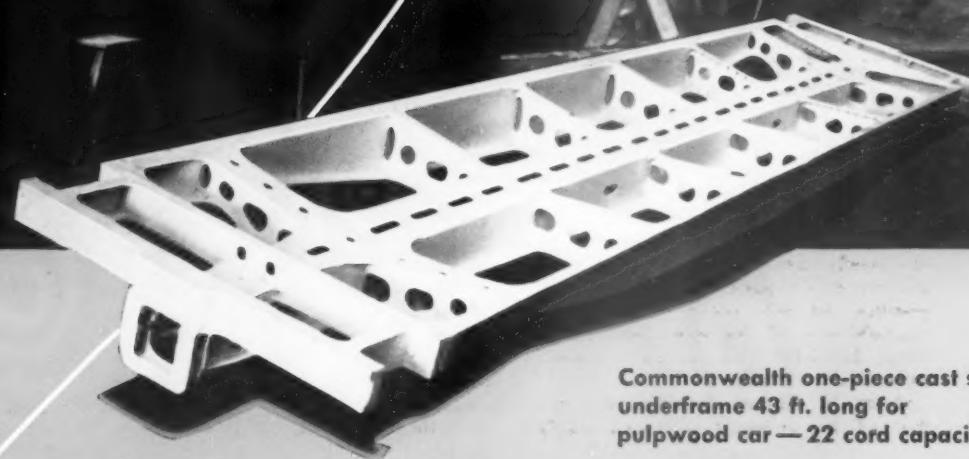
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IN THE MAKING...



Commonwealth one-piece cast steel
underframe 43 ft. long for
pulpwood car — 22 cord capacity.

Commonwealth One-Piece Steel Castings

**Rugged, Dependable, Efficient
in all Types of Railroad Service**

Here molten steel is being poured from a 50-ton ladle into a mold where it will take the shape of one of the many COMMONWEALTH one-piece cast steel products for railroad cars and locomotives.

Forming castings in one piece makes possible the most economical distribution of metal where it is needed for greatest strength, usually with a saving in over-all weight. The one-piece design combines many separate parts in a single casting assuring economy of maintenance and increased availability of railroad equipment.

Cast steel 6-wheel motor truck
frame for diesel locomotive.



GENERAL STEEL CASTINGS

GRANITE CITY, ILL. • EDDYSTONE, PA.

There are
no Bargains
in a
Graveyard

Bert Slaters

When those estimates for major rebuilding come in, remember that no matter how expert a repair job you do, you still have the same *old* freight car on your hands. Because of its age alone, it will soon be back in the shop for additional costly repairs.

To rebuild ? ...or to buy

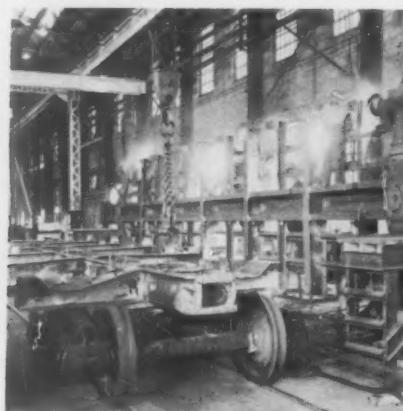
In every case, it's far better to buy new cars than to try to revive over-age ones year after year. Not only because your maintenance and repair costs will eventually *exceed* the purchase price of the new cars, but also because a constantly rolling freight car means immediate increased revenue.

When it comes to stamina...the ability to keep on rolling long after ordinary cars are out for repairs...Q.C.F.-built all-welded cars are second to none. And because of Q.C.F.'s standardized design and assembly line, mass production methods, you get a better car at a lower unit cost.

Instead of resurrecting a graveyard of old cars, why not check the man with the *real* bargains...your Q.C.F. Representative? American Car and Foundry Company, New York • Chicago • St. Louis • Cleveland • Philadelphia • Washington • San Francisco

a.c.f.

CAR BUILDERS TO AMERICA'S RAILROADS



Q.C.F. Assembly-Line facilities in the production of gondola cars are shown in these selected views.

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COSTS?

If you're looking for ways to cut locomotive upkeep costs, better look into Electro-Motive's Unit Exchange. We'll make immediate shipment of Factory-Rebuilt Diesel components—and rebuild your worn units and put them in our pool. We carry the spares, and you pay no premium!

Electro-Motive's Unit Exchange gives you better rebuilds—faster—at lower cost

ELECTRO-MOTIVE DIVISION
GENERAL MOTORS



La Grange, Illinois • Home of the Diesel Locomotive
In Canada: GENERAL MOTORS DIESEL, LTD., London, Ontario

How to Build The St. Lawrence Seaway

Avowedly dedicated to the proposition that the government ought to be less in business than it is, the Republicans now running it find it necessary to perform some intricate gyrations to justify their backing of the St. Lawrence Seaway project. They are salving their consciences by adding to previous schemes a provision for self-liquidation by tolls.

During the three-day Senate committee hearing on S. 589 early in April, Gregory Prince of the Association of American Railroads took a good look behind the Republicans' plausible-looking facade and found their case about as absurd as all previous St. Lawrence proposals have been. The backing of big business men, big corporations and the Eisenhower administration—including Senator Taft—does not make the current "iceway" scheme any less socialistic than those dreamed up by the Long Hairs and New Deal. The fact is, the aura of stand-pat respectability which now surrounds the drum-beating makes the ocean-to-lakes freeway scheme more dangerous than ever. The fact that it has been defeated or held over year after year in the past furnishes no basis for the belief that railroad men and other opponents can rest on their victories. The danger of "sneaking in" the seaway was never greater than it is right now.

This possibility exists despite the absurdity of the so-called self-liquidating features. The bill provides a government corporation which would get money by issuing its own bonds—which could not be purchased by any agency of the government. Interest and capital payments, supposedly, would come from tolls on the waterway. But here is the joker: The bill provides that "all such obligations shall be fully and unconditionally guaranteed, both as to interest and principal, by the United States." This places on us taxpayers the same burden as is borne in direct obligations of the federal government.

As Mr. Prince put it: "As a practical matter, what difference would it make whether the revenues obtained from the tolls were covered into the Treasury and the interest on the obligations paid directly by the United States, or whether the interest, to the extent it could be met, were paid out of revenues derived from tolls, and the balance of such interest were paid by the federal

government? If tolls are not sufficient to carry the cost, the taxpayer pays anyway."

The second absurdity is the computation of the cost upon which the tolls are to apply. Only a fraction of the real burden of creating and maintaining ocean-to-lakes navigation is taken into account. First, the proponents rig the costs of navigation by throwing some of them into the electric power account. This is imitation of the New Deal T.V.A.—in reverse.

In introducing S.589, Senator Wiley (Rep., Wis.) claimed the overall cost to the U.S. had been reduced from the 1952 estimate of \$566 million to \$100 million. The fact is, the "reduction" is produced by throwing more than \$100 million of joint navigation-power cost to the power project. (Those business men in New York whose primary interest in the project is cheap electric power ought not to miss this point. Last year their support was based on a power plant cost estimate of \$192 million; today the cost assigned to New York would be \$316 million.) Second, Canada's share of waterway costs would be increased from about \$50 million, under the 1952 proposal, to up to \$173 million under the current scheme.

Third, no self-liquidation is proposed for the cost of deepening the channels between the upper Great Lakes—presently estimated at \$100 million—without which the St. Lawrence project is valueless to states like that which Senator Wiley represents. There is also omitted from the calculation any of the cost of deepening Great Lakes harbors, which must be considered an integral and essential part of the seaway project. These port costs would run considerably in excess of \$100 million at a minimum, and, on the basis of previous studies, could run as high as \$655 million.

If, as is evident, the Canadians are bent on digging the ditch, why not let them dig it? Both the privately owned Canadian Pacific and the government-owned Canadian National appear to favor the project. We don't agree that it is desirable for them or for their country. But the St. Lawrence is the Canadians' river and it will be their money.

For those interests in the United States which insist on getting into the act, we have this proposal to make: Set up a corporation for digging a separate seaway on the U.S. side of the short portion of the river which forms the international boundary. Since every seaway advocate insists the project will be self-liquidating, he should be delighted to buy the securities of the corporation without government guarantee or intervention—especially since Canada promises to underwrite the waterway as a whole.

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If you're looking for ways to cut locomotive upkeep costs, better look into Electro-Motive's Unit Exchange. We'll make immediate shipment of Factory-Rebuilt Diesel components—and rebuild your worn units and put them in our pool. We carry the spares, and you pay no premium!

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Third, no self-liquidation is proposed for the cost of deepening the channels between the upper Great Lakes—presently estimated at \$100 million—without which the St. Lawrence project is valueless to states like that which Senator Wiley represents. There is also omitted from the calculation any of the cost of deepening Great Lakes harbors, which must be considered an integral and essential part of the seaway project. These port costs would run considerably in excess of \$100 million at a minimum, and, on the basis of previous studies, could run as high as \$655 million.

If, as is evident, the Canadians are bent on digging the ditch, why not let them dig it? Both the privately owned Canadian Pacific and the government-owned Canadian National appear to favor the project. We don't agree that it is desirable for them or for their country. But the St. Lawrence is the Canadians' river and it will be their money.

For those interests in the United States which insist on getting into the act, we have this proposal to make: Set up a corporation for digging a separate seaway on the U.S. side of the short portion of the river which forms the international boundary. Since every seaway advocate insists the project will be self-liquidating, he should be delighted to buy the securities of the corporation without government guarantee or intervention—especially since Canada promises to underwrite the waterway as a whole.

(Continued from page 14)

A. Johnston, president, Illinois Central; J. M. Symes, executive vice-president, PRR; T. K. Warner, chief tax counsel, PRR; F. E. Martin, vice-president and comptroller, IC, and E. S. Root, chief of research, Erie. The program for June 3 includes addresses by T. J. Ahern, auditor freight receipts, New York, New Haven & Hartford; J. J. Gavin, auditor receipts, Pullman Company, and E. G. Parker, auditor disbursements, New York, Chicago & St. Louis. An informal address to the June 4 session will be made by A. R. Seder, vice-president of the A.A.R.'s Finance, Accounting, Taxation and Valuation Department.

Equipment & Supplies

270 Power Units Put In Service in April

Class I railroads in April placed in service 268 diesel-electric units and two steam locomotives, the Association of American Railroads has announced. That compared with installations of 252 diesel-electrics and one steam locomotive in April 1952.

In the first four months of this year, the Class I roads installed 837 diesel-electric units and seven steam locomotives. In the 1952 period, installations totaled 1,173 units, including 1,165 diesels, four steam, two electrics and two gas-turbine-electric.

Locomotive units on order May 1 totaled 869 units, including 832 diesel-electrics, eight steam, 10 electrics, and 19 gas-turbine-electric. On May 1, 1952, the order backlog totaled 1,768 units including 1,730 diesel-electrics, 30 steam, and eight gas-turbine-electric.

Labrador Ore Cars Are of New Design

The Pullman-Standard Car Manufacturing Company has started delivery from its Butler, Pa., plant of the first of 1,200 specially designed 95-ton ore cars which will be used by the new Quebec, North Shore & Labrador to haul ore 357 miles through Canadian wilds. These wholly new type cars will operate only 850 miles from the Arctic Circle, between a remote corner of Labrador where rich deposits of iron ore have been discovered, and tide-water at Seven Islands, Que.

Because of the extreme temperatures to which these cars will be subjected, one of them has been extensively tested in the car builder's research and development laboratories for the past six months. In addition, a series of road tests were carried out under winter temperature conditions in the Colorado Rockies.

Of all-welded construction for easy unloading, the QNS&L cars differ widely in design from ore cars used on U. S. railroads. They are only 31½ ft. long, but have extra high sides to permit carrying 95 tons of ore. All are roller-bearing equipped.

Unusual is the absence of any means for bottom unloading. The cars are designed to be picked up and dumped by a special unloading device. Special corner construction on the cars permits use of pusher pads for easy spotting in the car dumper.

Pullman-Standard expects to complete delivery of the 1,200 cars to the railroad in July.

FREIGHT CARS

The Chesapeake & Ohio has ordered 100 50-ton roller-bearing equipped pulpwood cars from its own shops at Russell, Ky. Contract for the

roller bearings has been awarded to the Hyatt Roller Bearing Company, Paterson, N. J., a division of the General Motors Corporation. The cars will cost an estimated \$570,000.

The Chicago, Rock Island & Pacific has ordered 35 70-ton covered hopper cars from the Pullman-Standard Car Manufacturing Company for delivery during the fourth quarter of 1953.

The Erie has ordered two 175-ton depressed center flat cars from the Greenville Steel Car Company at an approximate cost of \$47,500 each. Delivery is scheduled for next October.

The Fruit Growers Express Company has ordered 100 50-ft. 70-ton mechanical refrigerator cars and 300 40-ft. 50-ton standard refrigerator cars from its own shops. Delivery is scheduled for the first quarter of 1954.

The Georgia & Florida has ordered 150 50-ton rack cars from the Bethlehem Steel Company at an estimated cost of \$778,650. Deliveries are scheduled to begin about mid-September.

The Maine Central has ordered 15 70-ton covered hopper cars from the Bethlehem Steel Company at an approximate cost of \$126,000. Delivery is expected next August.

The Merchants Despatch Transportation Corporation has ordered 100 40-ton refrigerator cars from its own shops. Delivery is expected during the fourth quarter of 1953.

The Wabash has ordered 40 70-ton covered hoppers from the Pullman-Standard Car Manufacturing Co. for delivery in November 1953, at an estimated cost of \$359,680.



ONLY 31½ FEET LONG, the QNS&L cars will carry 95 tons of ore under extreme temperature conditions.

PASSENGER CARS

Bingham Says New York Should Buy 340 Cars a Year

New York City's Board of Transportation will need 370 new rapid transit cars by the end of 1955 to operate those sections of the city's rapid transit lines which are now under construction, or scheduled for construction within the next three years. So S. H. Bingham, chairman of the board, said in a recent address before industrial and power and transportation divisions of the New York section of the American Institute of Electrical Engineers. In addition, he said, 80 more new cars will be needed to increase train lengths when the platform-lengthening program on the system's Flushing line is completed.

The proposed Second Avenue trunk line project, Col. Bingham added, "designed to integrate existing lines and to provide additional capacity in the downtown terminal area for trains for which track capacity now exists in tributary lines in outlying boroughs," would require construction and equipment of 71 track-miles of subway and purchase of 650 new rapid transit cars.

Col. Bingham said he favors a plan for the city's rapid transit system which would retire subway cars at a maximum age of 40 years. Under such a plan, he continued, "requirements for replacement of superannuated cars in the next 10 years become 3,020 cars. Adding the 370 cars needed for extensions, this means the purchase of 340 cars per year for the next 10 years, costing over \$30,000,000 per year."



GERMAN FEDERAL RAILROADS' new 1,000-hp. diesel-hydraulic units, for switching and light passenger

service up to 50 m.p.h., weigh 130 lb. per b. hp. and can operate multiple unit.

Lewis A. Pick, retired lieutenant general of the U. S. Army, has been elected vice-chairman of the **Georgia-Pacific Plywood Company**, with headquarters at Olympia, Wash. Gen. Pick was graduated from Virginia Polytechnic Institute in June 1914, with a B.S. degree in civil engineering,



Lewis A. Pick

after which he joined the Southern as a civil engineer. He left that road in 1917 to join the U. S. Army; of his 36 years of service, four were as chief of army engineers. He retired last February 9, and has since been on an inspection tour of the Panama Canal, of which he is a director.

John D. Williams has been elected vice-president and general manager of the **Rollway Bearing Company**, succeeding **William B. Smithers**, who recently resigned. Mr. Williams also holds the same positions in the **Lipe-Rollway Corporation**, which owns all Rollway Bearing stock.

The **Westinghouse Air Brake Company** has purchased the earth-moving and related business of **R. G. LeTourneau, Inc.**, including all fixed assets and machinery at Peoria, Ill., and Toccoa, Ga., and its interest in an

Australian subsidiary, for approximately \$19,500,000. Edward O. Boshell, president and chairman of Westinghouse Air Brake, has announced (*Railway Age*, May 4, page 16). Westinghouse also will take over certain current assets of the LeTourneau company, consisting principally of inventory, at book value less reserve, at an estimated price of \$6,000,000 to \$8,000,000. The new business will be operated as the **LeTourneau-Westinghouse Company**, a subsidiary of Westinghouse Air Brake. No change in personnel is contemplated.

D. I. Packard, formerly vice-president in charge of sales of the **Brandon Equipment Company** (*Railway Age*, March 9, page 17), has been elected president. **W. D. Jones** has been elected vice-president.

Chester H. Wright, sales representative of the **General Steel Castings Corporation**, at Chicago, has been appointed district manager—sales



Chester H. Wright

at that point. Mr. Wright joined General Steel Castings in 1936 and until 1942 served in various capacities at the company's plant at Eddystone, Pa. Upon his return to Eddystone in 1946, after four years' in the Armed Forces,

Supply Trade



Robert H. Hill (above), formerly assistant general manager of transportation sales for the Sherwin-Williams Company, has been appointed general manager of the transportation sales division, to succeed **C. B. Bull**, who is on leave of absence for reasons of health.



Leo G. Sands, who has been appointed sales manager of the Langevin Manufacturing Corporation, at 37 West 65th street, New York. Mr. Sands recently resigned as president of the Bogue Railway Equipment division of the Bogue Electric Manufacturing Company.

he became special apprentice. After working in different plant departments, he became service representative and later, sales representative, entering the Chicago sales office in that capacity in 1947.

John Reine has been appointed district manager for the **Graybar Electric Company** at Cincinnati, to succeed the late **L. B. Westfall**. **N. W. Zilch**, formerly manager at Akron, Ohio, succeeds Mr. Reine as district manager at Minneapolis.

Bruce Herbert, formerly in the industrial distributor sales department of the **Rollway Bearing Company**, Syracuse, N.Y., has opened an office in the Administrative building, 647 W. Virginia street, Milwaukee 4, Wis.



Charles C. Wardell (above), has been appointed advertising manager of the **Hyatt Bearing** division of **General Motors Corporation** at Harrison, N.J. Mr. Wardell succeeds the late Harry M. Carroll, to whom he was assistant since 1945.

where he will act as direct factory representative for Rollway in Minnesota and Wisconsin.

New Facilities

Plans for Site of PRR's Old Broad Street Station

Plans for the new Penn Center Development on the site of the Pennsylvania's old Broad Street Station and "Chinese Wall" in Philadelphia became a reality with recent signing of agreements covering over half the property between City Hall and 18th street, Walter S. Franklin, PRR president, announced last week. An esplanade over 1,000 feet long and over 80 feet wide, running from 15th street to 17th street, with shops and terraces on two levels, and with buildings surrounding it facing Market street and Pennsylvania boulevard, will be the heart of the development.

Uris Brothers—developers, builders and owners of office buildings—has acquired the entire block between 15th and 16th streets and between Market street and the boulevard. The company intends to begin construction this summer of a 20-story office building, having rentable area of about 400,000 sq. ft. and provision for stores and a concourse, at an approximate cost of \$15,000,000. Completion is scheduled for early 1955. Another building is planned by Uris Brothers on a duplicate size plot on the north side of the esplanade facing the boulevard and Reyburn Plaza. Details of plans for that building will be announced later.

Walter H. Annenberg, publisher of the Philadelphia Inquirer, has acquired the entire block between 17th and 18th streets and between Market street and the boulevard for a community center, which is planned to include a bus terminal, parking facilities and possibly airline terminal facilities. Construction on the property acquired by Mr. Annenberg will necessarily be delayed until removal of the Railway Express building now fronting on Market street and 17th and 18th streets. Plans for the building on this site are therefore tentative.

Financial

Dividends Declared

ALBANY & VERMONT.-\$1, payable May 15 to holders of record May 1.

BESSEMER & LAKE ERIE.-\$3 preferred, \$1.50, semiannual, payable June 1 to holders of record May 15.

CATAWISSA.-5% 1st preferred, 75¢, semi-annual; 5% 2nd preferred, 75¢, semiannual, both payable May 22 to holders of record May 13.

CHICAGO, ROCK ISLAND & PACIFIC.-common, \$1, quarterly; 5% preferred series A, \$1.25, quarterly, both payable June 30 to holders of record June 12.

DELAWARE & BOUND BROOK.-50¢, quarterly, payable May 20 to holders of record May 18.

ERIE & PITTSBURGH.-guaranteed, 87½¢ quarterly, payable June 10 to holders of record May 29.

GREAT NORTHERN.-\$1, payable June 18 to holders of record May 25.

GULF, MOBILE & OHIO.-common, 50¢, quarterly, payable September 14 to holders of record August 25; \$5 preferred, \$1.25, quarterly, payable March 12, 1954, to holders of record February 20, 1954.

KANSAS CITY SOUTHERN.-new common, 62½¢, initial, payable June 15 to holders of record May 29; new 4% preferred, 50¢, initial quarterly, payable July 15 to holders of record June 30.

MISSOURI-KANSAS-TEXAS.-7% preferred, \$1.25, accumulated, payable July 1 to holders of record June 16.

PHILADELPHIA, GERMANTOWN & NORRISTOWN.-\$1.50, quarterly, payable June 4 to holders of record May 20.

TENNESSEE, ALABAMA & GEORGIA.-25¢, payable June 15 to holders of record May 29.

VIRGINIAN.-62½¢, quarterly, payable June 25 to holders of record June 11.

Security Price Averages

	May 19	Prev. Week	Last Year
Average price of 20 representative railway stocks	65.39	64.38	59.78
Average price of 20 representative railway bonds	90.88	91.41	93.96

Investment Publications

[The surveys listed herein are for the most part prepared by financial houses for the information of their customers. Knowing that many such surveys contain valuable information, *Railway Age* lists them as a service to its readers, but assumes no responsibility for facts or opinions which they may contain bearing upon the attractiveness of specific securities.]

Fahnestock & Co., 65 Broadway, New York 6.

Delaware & Hudson Co. Weekly Review, April 13.

Outlook for the Railroad Equipment Industry. Weekly Review, March 30.

H. Hentz & Co., 60 Beaver st., New York 4.

Attractive Railroad Preferred Stocks. Fortnightly Review, May 18.

The Favorable Railroad Earnings Trend. Fortnightly Review, March 30.

Paine, Webber, Jackson & Curtis, 25 Broad st., New York 4.

Pennsylvania Railroad Company. Improvement Recorded for 1952 but Many Operating Difficulties Remain. Dividend Increase Encouraging. Research Department Bulletin, March 24.

Smith, Barney & Co., 14 Wall st., New York 5.

Chicago, Milwaukee, St. Paul & Pacific Railroad Company. Railroad Bulletin No. 124, April 27.

Denver & Rio Grande Western Railroad Company. 5% Convertible Preferred Stock. Railroad Bulletin No. 120, April 1.

Kansas City Southern Railroad Company. Common Stock. Railroad Bulletin No. 122, April 13.

Missouri-Kansas-Texas Railroad Company. 7% Cumulative Preferred Stock. Railroad Bulletin No. 121, April 7.

New York Central Railroad Company. Railroad Bulletin No. 127, May 14.

The Quality of the Railroad Earnings. Railroad Bulletin No. 119, March 30.

(Continued on page 26)

CLEAR THE TRACKS for the **C-C** SPECIAL!

highballing your way with news of a history-making new
HIGH-SPEED LOW-COST FREIGHT CAR TRUCK!

WATCH FOR IT... SOON!

THE
SCULLIN CONSTANT CONTROL **C-C** TRUCK!



NEW YORK
CHICAGO
BALTIMORE
RICHMOND, VA.

SCULLIN STEEL CO.

SAINT LOUIS 10, MISSOURI



In 1933 when U.S. COR-TEN steel was first announced, we predicted that by using this stronger, tougher, atmospheric corrosion-resisting steel in reduced thicknesses, freight cars could be built lighter at low cost without sacrificing safety or stamina. Or, when used in the same thickness as plain steel, COR-TEN steel would materially increase equipment strength and durability without increasing weight. Today these early forecasts that startled the railroad world twenty years ago are well-proved facts.

170,000 freight cars have been built



U.S.-S COR-TEN steel is used in 23,200 Southern Pacific freight cars

YEAR	TYPE	BUILDER	YEAR	TYPE	BUILDER
1946	1000 Box Cars	Pressed Steel Car Co.	1951	2500 Box Cars	Pullman-Standard Car Mfg. Co.
1946	600 Box Cars	Pullman-Standard Car Mfg. Co.	1951	1500 Gondolas	Southern Pacific Equipment Co.
1947	1000 Box Cars	Pullman-Standard Car Mfg. Co.	1951	500 Box Cars	Southern Pacific Equipment Co.
1948	1500 Box Cars	American Car & Foundry Co.	1951-52	400 Gondolas	Southern Pacific Equipment Co.
1948	1500 Box Cars	Pullman-Standard Car Mfg. Co.	1952	1500 Box Cars	Southern Pacific Equipment Co.
1948-49	3350 Box Cars	Pullman-Standard Car Mfg. Co.	1952	1400 Box Cars	Southern Pacific Equipment Co.
1950	1500 Auto Box Cars	Southern Pacific Equipment Co.	1952	1000 Box Cars	Southern Pacific Equipment Co.
1950	2000 Box Cars	Pullman-Standard Car Mfg. Co.	1953	350 Gondolas	Southern Pacific Equipment Co.
			1952-53	1600 Box Cars	Pullman-Standard Car Mfg. Co.



better with U·S·S COR-TEN steel since 1933

... and Southern Pacific has
of them in service or on order

23,200

U·S·S COR-TEN steel is used in 19,450 of the box cars, 1,500 of the auto box cars and 2,250 of the gondolas that the Southern Pacific System has put into service or ordered since 1946. These cars would make a train 165 miles long. Traveling at a mile a minute, it would take 2 hours and 45 minutes for this train to pass you.

Typical of the way in which COR-TEN steel has been applied to reduce weight, and save steel—without reducing strength and durability—are the 1,500 auto box cars built in 1950 shown below.

In the underframes of these cars, formed plates of COR-TEN steel were automatic-welded on a production line basis into bolsters and cross bearer members. 2,546 lb. of COR-TEN steel used in each underframe effected a weight saving of 756 lb.—

saved a total of 567 tons of weight, and steel, on the order.

On the basis of economies like this, plus COR-TEN steel's record of good workability, excellent welding properties and fine performance in service, railroads of America are continually increasing their fleets of cars built with U·S·S COR-TEN steel.

Why do leading railroads keep adding more and more U·S·S COR-TEN steel cars to their lines, year after year? We believe it is because this equipment has paid off—by carrying more payload, costing less to operate, costing less for maintenance, and by out-lasting other construction. Our engineers will be glad to show you how readily this famous "steel that does more" can be applied to build your equipment better.

UNITED STATES STEEL CORPORATION, PITTSBURGH
AMERICAN STEEL & WIRE DIVISION, CLEVELAND
COLUMBIA-GENEVA STEEL DIVISION, SAN FRANCISCO
NATIONAL TUBE DIVISION, PITTSBURGH
TENNESSEE COAL & IRON DIVISION, FAIRFIELD, ALA.
UNITED STATES STEEL SUPPLY DIVISION, WAREHOUSE DISTRIBUTORS
UNITED STATES STEEL EXPORT COMPANY, NEW YORK



3-1048

UNITED STATES STEEL

(Continued from page 22)
Railroad Earnings. Railroad Bulletin No. 126, May 11.

Vilas & Hickey, 49 Wall st., New York 5.

Latest Missouri Pacific Plan. May 8.
Western Maryland Ry. Co. Recapitalization Plan. April 2.

Securities

New York, Chicago & St. Louis.—*Stock Dividend.*—Directors of the Nickel Plate have declared, subject to I.C.C. approval and favorable ruling by the Treasury Department, a 10 per cent common stock dividend to common stockholders of record May 29. No fractional shares will be issued. In lieu thereof, stockholders will be paid in cash on the basis of the May 19 closing price for the stock on the New York Stock Exchange. The directors also declared a dividend of \$1.50 a share on the cumulative preferred stock and the regular quarterly dividend of 50 cents a share on the common, both payable July 1 to stockholders of record May 29.

Railway Officers

EXECUTIVE

J. H. Kline, president and general manager of the LAKE SUPERIOR & ISHPeming, has been elected chief executive officer. At the same time, **W. A. Zerbel**, auditor, was elected assistant to president, and **D. F. Pelton**, treasurer, was also elected comptroller.

James L. Barnegrove, Jr., has been appointed assistant to the president of the DELAWARE, LACKAWANNA & WESTERN at New York. Mr. Barnegrove had been superintendent of freight transportation of the NEW YORK, NEW HAVEN & HARTFORD at New Haven, Conn.

J. J. Stein, general manager of transportation of the CHICAGO & NORTH WESTERN system at Chicago, has been named assistant vice-president in charge of operations. A photograph and biography of Mr. Stein were published in *Railway Age* February 4, 1952, p. 104.

Arthur P. Wheclock, executive vice-president of the FORT DODGE, DES MOINES & SOUTHERN, has been elected president of the company. Mr. Wheclock has been acting chief of the Fort Dodge line since the death last July of **Walter R. Dyer**, president and general counsel. **Ira A. Swander**, treasurer and auditor, has been named

vice-president and treasurer, while continuing with the duties of auditor. **Dean A. Briley** has been named assistant vice-president.

As reported elsewhere in this issue, **Downing B. Jenks**, vice-president—operations of the CHICAGO, ROCK ISLAND & PACIFIC, has been elected executive-operating vice-president, and **John W. Barriger**, formerly president of the CHICAGO, INDIANAPOLIS & LOUISVILLE, and more recently vice-president of the NEW YORK, NEW HAVEN & HARTFORD, has been elected a vice-president of the Rock Island.

As reported in *Railway Age* April 6, page 104, **John R. Wall** has been appointed vice-chairman of the TRAFFIC EXECUTIVE ASSOCIATION at Chicago. Mr. Wall was born November 6, 1917, at Lynchburg, Va., and attended Georgetown University (B.S., 1939) and Georgetown University Law School (LL.B., 1942). He practiced law at



John R. Wall

Washington, D.C., from 1942 to 1947 and entered the service of the Baltimore & Ohio as assistant general attorney at Baltimore on December 1, 1947, becoming assistant general counsel December 1, 1951. Mr. Wall was named chairman of the Central Territory Railroads' Freight Traffic Committee at Chicago, September 15, 1952, and will continue in that capacity in addition to his new post.

Ernest E. Norris, retired president of the SOUTHERN, who has been chairman of the board since January 1952, has asked that he not be reappointed. The post of chairman has been abolished.

Allan L. Prentice, manager of purchases and stores of the NEW YORK CENTRAL SYSTEM, has been appointed vice-president, purchases, with headquarters as before at New York, succeeding **Frank S. Austin**, who will retire May 31, after 43 years with the NYC. Mr. Prentice was born in Painesville, Ohio, April 9, 1893, and joined the Central in 1914 as a maintenance of way timekeeper on the Erie division. After a series of

promotions in the maintenance of way department, he became assistant general storekeeper at Collinwood (Cleveland), in 1920. Following that he served in a number of positions concerned with supervision of the road's



Allan L. Prentice

scrap and reclamation program, at Ashland, Ohio, from 1937 to 1946. In the latter year he was appointed general purchasing agent and in 1948 he became manager, purchases and stores.

Mr. Austin was born at Lynn, Mass., November 6, 1886. After attending Dartmouth College and the Thayer School of Civil Engineering (B.S.),



Frank S. Austin

he began his railroad career with the Central-affiliated Boston & Albany in 1909 as a chairman. He advanced through a series of positions in the maintenance of way department and in 1917 was named general storekeeper at Springfield, Mass. From 1927 to 1935 he was purchasing agent at Boston, before being assigned to New York as assistant purchasing agent of the NYC. Mr. Austin became manager of purchases and stores in 1946 and vice-president of purchases and stores in 1948.

Robert M. Gilmore, assistant to vice-president of the SOUTHERN PACIFIC, has been named assistant vice-president, system passenger traffic, to assist

in supervision of passenger operations over the railroad's entire system, including lines in Texas and Louisiana. Mr. Gilmore joined the SP in 1916 as an office boy in the office of auditor of passenger accounts at San Francisco.



Robert M. Gilmore

In 1926 he was transferred to the passenger traffic department at that point, and has since worked in train service, supervised military passenger traffic and served as a special representative. In 1942 he was appointed assistant to vice-president.

FINANCIAL, LEGAL & ACCOUNTING

L. A. Grotewohl, tax agent of the ATCHISON, TOPEKA & SANTA FE at Topeka, Kan., has been promoted to assistant commissioner of taxes and assistant manager of insurance at Chicago.

Robert Haslett, associated with the investment firm of Lazard Frères & Co., New York, has been appointed assistant treasurer of the PENNSYLVANIA, at Philadelphia, effective June 1.

James Alexander Simpson, treasurer of the SOUTHERN PACIFIC, will retire June 30. Mr. Simpson entered service with the SP as a clerk in the treasury department in 1905, becoming transfer agent in 1913 and assistant treasurer in 1925. In 1931 he was elected treasurer.

OPERATING

J. W. Hale, assistant to general manager of the ATLANTIC COAST LINE, has been appointed engineer assistant to general manager, with headquarters as before at Wilmington, N.C.

Philip E. Odom, chief clerk to vice-president—operation of the ST. LOUIS-SAN FRANCISCO, has been appointed special engineer in the office of the vice-president—operation at St. Louis.

Russell S. Reuss has been appointed to the newly created position of as-

sistant to general manager of the New York Terminal district of the NEW YORK CENTRAL at New York. Mr. Reuss was special assistant to vice-president, Lines East.

The following MISSOURI PACIFIC trainmasters have been transferred: **J. G. Sheppard** from Poplar Bluff, Mo., to Little Rock; **W. C. Ensminger** from Bush, Ill., to Poplar Bluff; and **G. C. Smith** from El Dorado, Ark., to Bush.

E. H. Bailey, general superintendent of the UNION PACIFIC at Portland, Ore., has been named general manager at that point, to succeed **Lewis A. Collins**, who has retired. Named to succeed Mr. Bailey is **A. McAllister**, superintendent, who has been succeeded by **J. G. Kimmell**, assistant superintendent. **C. B. Lisher**, trainmaster, becomes assistant superintendent.

Mr. Bailey began his railroad career as helper in the car department of the



E. H. Bailey

UP at Cheyenne, Wyo. In 1939 he became trainmaster at Grand Island, Neb., and six years later assistant superintendent at Green River, Wyo. He was next appointed superintendent of the Nebraska division; headed the Wyoming division briefly in 1946; returned to Omaha as superintendent of the Nebraska division that same year; and in 1948 resumed the superintendence of the Wyoming division at Cheyenne. In 1950 he was named general superintendent there, transferring to Portland in 1952.

Mr. Collins became associated with the UP in 1911 as telegrapher. In 1943 he was appointed superintendent of the Oregon division and was promoted to general superintendent in 1945. He became general manager of the northwestern district in 1946.

The CHICAGO & NORTH WESTERN has appointed **George F. Brom** as superintendent passenger transportation and **Frank E. Bulash** as superintendent freight transportation—both at Chicago. **Michael Caputo** has been named assistant superintendent pas-

senger transportation. Mr. Brom joined the Northwestern in 1924 as secretary to superintendent at Winona, Minn. He later served in stenographic and clerical positions at other locations. In 1929 he was appointed assistant supervisor passenger service, being promoted to supervisor passenger service in 1948 and chief transportation assistant—passenger service in 1952.

Mr. Bulash began his railroad career in 1926 as a telegrapher on the Galena division, also working as train dispatcher. In 1940, he was appointed transportation inspector and, a year later, supervisor freight service. In 1952 he was appointed chief transportation assistant—freight.

A. E. Mitchener, trainmaster of the NEW YORK CENTRAL (MICHIGAN CENTRAL) at Detroit, has been appointed assistant superintendent at Niles, Mich., succeeding **F. C. Babcock**, who has retired.

C. J. Hilts has been appointed acting superintendent of the FORT DODGE, DES MOINES & SOUTHERN at Boone, Iowa.

A. C. Hart, trainmaster of the ST. LOUIS-SAN FRANCISCO at St. Louis, has been transferred to Kansas City, Mo. **L. J. King**, trainmaster at Memphis, moves to St. Louis to succeed him. **W. C. Salsman**, trainmaster at Kansas City, has been promoted to assistant superintendent at Chaffee, Mo., where he succeeds **V. C. White**, assistant superintendent, who has been transferred to Amory, Miss. **W. W. Francis**, assistant superintendent at Amory, has been transferred to Fort Scott, Kan.

W. C. Garrett, yardmaster of the ST. LOUIS SOUTHWESTERN at Illinois, Mo., has been named terminal trainmaster at Valley Junction (East St. Louis), Ill. He succeeds **J. E. Miller**, who has resigned.

TRAFFIC

H. L. Durham has been appointed general agent of the MISSOURI PACIFIC at Galveston, Tex. He succeeds **F. B. Kveton**, who has been promoted to assistant general freight agent at Houston.

W. L. Tilton, commercial agent of the GREAT NORTHERN at St. Paul, has been named assistant to industrial director.

J. Paschal Foster, general agent of the MISSISSIPPI CENTRAL at Shreveport, La., has been appointed general southwestern agent at the same point.

John W. Leonard, superintendent passenger transportation of the Eastern region of the PENNSYLVANIA, and **William P. Eckfeldt**, assistant gen-
(Continued on page 30)



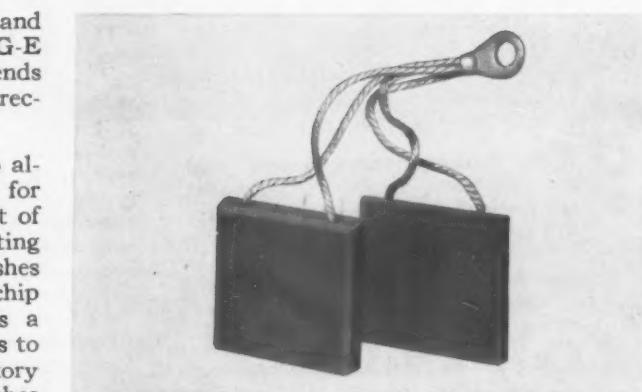


You get long brush life, low commutator wear by always using G-E carbon brush replacements

Getting the most for your maintenance dollar and keeping the electric equipment on your Alco-G-E locomotives running at top efficiency depends largely on using carbon brushes specifically recommended for the equipment.

That's why it's good maintenance practice to always specify G-E carbon brush replacements for your Alco-G.E. locomotives. They're the result of extensive field experience and a continuing testing program aimed at determining the ideal brushes for your locomotives. Their high degree of chip strength and current-carrying capacity, plus a proven ability to absorb shock, enables brushes to resist breakage, give extremely long, satisfactory service. And to keep maintenance costs low, brushes are designed with the proper degree of hardness and grain structure to minimize wear and tear on commutator surfaces.

To get top performance—"original equipment" performance—from your Alco-G.E. locomotives, always specify G-E recommended carbon brushes. They're the best you can buy for your Alco-G.E. locomotives. For full pricing and product information, contact your nearest sales representative for Alco-G.E. locomotives.



WHY G-E BRUSH REPLACEMENTS ARE IDEAL

G-E brush replacements are ideal—just the right size and grade for long-lasting, economical brush mileage. Besides having the proper riding qualities required to produce and maintain a good surface film on commutator, they possess sufficient hardness to resist rapid wear and breakage. That's because they're made from high-quality carbon, graphite and other materials which provide the right chip and transverse strength, specific resistance, density and hardness.



AMERICAN LOCOMOTIVE and GENERAL ELECTRIC

(Continued from page 27)

eral passenger agent at Philadelphia, have been appointed to the staff of **Walter W. Patchell**, vice-president assigned to passenger services. Mr. Leonard has been succeeded by **Horace B. Stetson**, heretofore superintendent passenger transportation in the office of chief of passenger transportation, and Mr. Eckfeldt's successor is **William G. S. Savage, Jr.**, heretofore assistant general passenger agent at Pittsburgh. **Frank J. Roth**, division passenger agent at Cincinnati, has been named to succeed Mr. Savage at Pittsburgh and **E. J. Finnegan**, New England passenger agent at Boston, succeeds Mr. Roth at Cincinnati. **Samuel W. Seeman** has been named New England passenger agent at Boston.

Harold C. Langerude, general agent of the CHICAGO & NORTH WESTERN at Washington, D.C., has been named assistant to vice-president, traffic, at Chicago. **E. G. Johnson**, general freight agent—rates, retired May 1. **I. O. Lawrenz**, assistant general freight agent—rates, succeeds Mr. Johnson, and in turn, has been succeeded by **E. G. Johnson, Jr.**, chief clerk, traffic department. **H. J. Schroeder**, also assistant general freight agent—rates, has been appointed assistant freight traffic manager—rates, and **W. R. Tueffel**, chief of tariff bureau, has been named assistant general freight agent—tariffs.

Arch W. Woodington, commercial agent of the ST. LOUIS-SAN FRANCISCO at Los Angeles, has been advanced to general agent in the new Frisco traffic office at Phoenix, Ariz.

L. G. Sak, district passenger agent of the SOUTHERN at Kansas City, Mo., has been appointed New England passenger agent at Boston, succeeding **S. I. Barnes**, who has been named division passenger agent at Atlanta, Ga.

W. Parker Stuart, general coal and ore agent of the PENNSYLVANIA at Cleveland, has been promoted to the new position of coal traffic manager—sales, at Philadelphia. **Walter L. Lloyd**, fuel engineer at Philadelphia, succeeds Mr. Stuart as general coal and ore agent at Cleveland.

Robert L. Nall has been appointed general agent of the CENTRAL OF GEORGIA at Pittsburgh, Pa., succeeding **O. Pierce Langford, Jr.**, who has been appointed district freight traffic manager of the GULF, MOBILE & OHIO at Pittsburgh, replacing **W. E. Barrett**, whose promotion to assistant general freight agent, sales and service, at St. Louis, was reported in *Railway Age* May 18, page 197.

Claire N. Packard, assistant western freight traffic manager of the CHICAGO, ROCK ISLAND & PACIFIC at San Francisco, has been appointed assistant freight traffic manager specializing in the handling of iron and steel traffic at Chicago. **George L. Wiegner**, gen-

eral agent at San Francisco, has been promoted to assistant to western freight traffic manager there. **Claude D. Mason**, general agent at Los Angeles, has been transferred to San Francisco; **Thomas J. Murphy**, general agent at Salt Lake City, has been transferred to Los Angeles to succeed Mr. Mason; and **Wyatt J. Bell**, traveling freight agent at Phoenix, Ariz., has been named general agent at Salt Lake City, succeeding Mr. Murphy.

Mr. Packard began his career with the Rock Island in 1923 as clerk-stenographer at Lincoln, Neb. In 1937 he was appointed freight traffic representative at Los Angeles and in 1939 division freight agent at Lincoln. He was named general agent at Pittsburgh in 1942; general freight agent at Chicago in 1946; and district freight traffic manager at San Francisco in September 1949, transferring to Los Angeles in 1951. Mr. Packard became assistant western freight traffic manager at San Francisco in 1952.

MECHANICAL

F. A. Smerke has been named superintendent motive power of the FORT WORTH & DENVER at Childress, Tex. He succeeds **G. S. Robertson**, who has retired. Mr. Robertson began his career as an apprentice ship fitter at Dundee, Scotland. In 1907 he was employed in building and repairing ships in the United States, becoming associated with the FW&D in 1910 as a boilermaker at Childress. From 1918 to 1948 he held the successive positions of general boiler foreman and general foreman, and in 1948 was appointed superintendent motive power.

O. L. Easton has been appointed superintendent of shop (East Buffalo car shop) of the NEW YORK CENTRAL at East Buffalo, N.Y., succeeding **J. J. Larson**, who has been appointed assistant district manager—car, at Detroit. **G. R. Gividen** has been named assistant to general superintendent—passenger cars and **P. R. Oliver** has been appointed assistant to general superintendent—repair tracks and train yards, both with headquarters at New York. Jurisdiction over passenger car shops at West Albany and Beech Grove and passenger car work at East Buffalo has been transferred to assistant to general superintendent—passenger cars. Jurisdiction over freight car shops at Avis, East Buffalo and Beech Grove, as well as heavy repair and project work at West Detroit, Linndale and Ashtabula, has been transferred to assistant to general superintendent—shops and projects.

ENGINEERING

W. F. Collins, engineer tests of the NEW YORK CENTRAL at New York, has been appointed assistant chief—engineering services, and **J. A. Duncan** has been appointed engineer inspection and tests. **F. J. Kossuth**, as-

sistant to general superintendent equipment—car, has been appointed assistant to general superintendent—shops and projects, and **R. H. Graff** has been named assistant engineer—car engineering services. **S. D. Foster**, **C. L. Hall** and **H. L. McIlveen** have been appointed assistants to general superintendent of Back shops, "A" shops, and "B&C" shops, respectively. **H. H. Duehne**, general supervisor electrical equipment, has been appointed assistant engineer—locomotive engineering services. The following positions have been abolished: Assistant chief engineer—equipment, engineer tests, assistant engineer tests, assistant engineer, assistant to general superintendent equipment—car, engineer—car equipment, assistant engineer—car equipment, shop manager, assistant to assistant to general superintendent equipment—diesel and electric, general supervisor diesel locomotive maintenance, general supervisor electric equipment, and assistant engineer—equipment.

J. D. McFetridge, special engineer of the CANADIAN PACIFIC, has been named division engineer of the Portage division, with headquarters as before at Winnipeg, succeeding **K. A. Dunphy**, who has retired after 44 years of service. **C. R. Pike**, a transitman at Regina, Sask., succeeds Mr. McFetridge as special engineer at Winnipeg.

L. W. Laughlin has been named chief electrical engineer of the FORT DODGE DES MOINES & SOUTHERN at Boone, Iowa.

Donald C. Teal, assistant engineer of water supply of the CHESAPEAKE & OHIO, has been appointed superintendent of water supply, with headquarters as before at Richmond, Va., succeeding **R. C. Bardwell**, retired.

SPECIAL

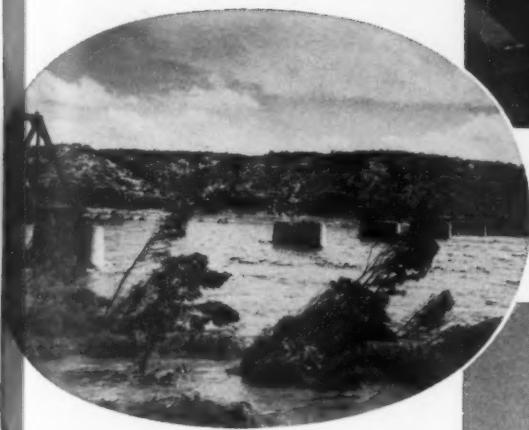
J. E. Gardner, chief of merchandise and highway operation of the CHICAGO & NORTH WESTERN, has been promoted to superintendent of merchandise and highway operation at Chicago.

Donald Hart, trainmaster of the DULUTH, SOUTH SHORE & ATLANTIC at Marquette, Mich., has been appointed supervisor of safety.

OBITUARY

John G. Walber, 82, who retired in December 1941 as vice-president in charge of personnel of the NEW YORK CENTRAL SYSTEM at New York, died May 16 at his home in the Hotel Gramatan, Bronxville, N.Y. Mr. Walber was executive secretary of the Bureau of Information of the Eastern Railways from 1914 to 1922, becoming vice-president of the NYC in the latter year.

When you're caught with your bridges down—



ABOVE: Washout showing what was left in the wake of the 1948 Devil's River flood. Four truss spans and seven beam spans were lost.

ONE 200' AND THREE 150' S.T. Thru-Truss Spans were fabricated and erected by American Bridge. Seven 17'-11" Beam Spans were fabricated by American Bridge and erected by the customer.

call AMERICAN BRIDGE



Customer—**Texas and New Orleans Railroad Company.**

Plans by **Texas and New Orleans Railroad Company.**

Design prepared by **American Bridge.**

Structural Steel fabricated and erected by **American Bridge:** One 200' S.T. Thru-Truss Span; Three 150' S.T. Thru-Truss Spans.

Fabricated by **American Bridge:** Seven 17'-11" S.T. Beam Spans.



THE Texas and New Orleans Railroad Company's Sunset Route crosses the troublesome Devil's River near Del Rio, Texas. During a flood several years ago, the river crested at a flood stage of more than 14 feet above the top of the piers and washed out eleven spans.

A temporary trestle suffered a similar fate when, a short time later, the river crested at approximately six feet above the piers.

American Bridge was awarded a contract to fabricate and erect the four thru-truss

spans, and to fabricate the seven beam spans for the new and permanent bridge.

Railroads know that they can depend on American Bridge to do the job right . . . for American Bridge has the engineering know-how, the equipment and the skilled personnel to handle any type of structural steel job with exacting precision, thoroughness, and speed . . . any time, anywhere.

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AMERICAN BRIDGE

UNITED STATES STEEL

DEPARTMENT OF COMMERCE
OFFICE OF
ADMINISTRATIVE SERVICES

1957 MAY 25 AM 11 20



railroad adopts reflectorization program

**Crossbucks and speed signs of "Scotchlite"
Sheeting manufactured in road's own sign shop**

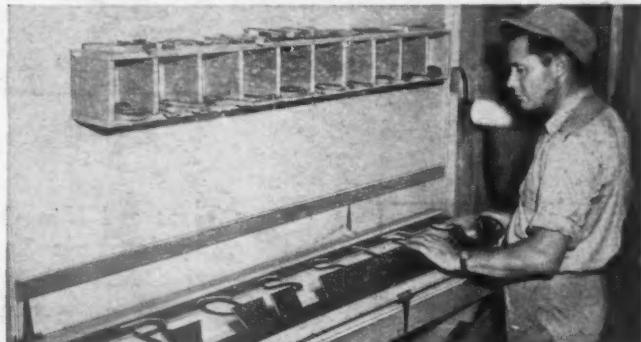
SO SUCCESSFUL was the Seaboard Airline's South Carolina crossbuck-reflectorization program, that it now has spread to every state served by the railroad. Speed boards, too, are also reflectorized by this safety and public relations conscious road.

Chosen for this important job was "Scotchlite" Sheeting . . . the brilliant reflective material that makes long-lasting, low cost signs . . . actually exceeds AAR signal section specifications.

By gearing its sign shop to the mechanized manufacturing of these signs and signals of "Scotchlite" Sheeting, the Seaboard Airline kept production costs to a minimum. Your sign shop can do the same. Get full details with the coupon below. There's no obligation, of course.



IMPORTANT NIGHTTIME VISIBILITY for signs and signals is provided by "Scotchlite" Reflective Sheeting. At night they are visible at half a mile. Remain in perfect condition for years.



PRE-CUT LETTERS are here positioned and affixed to a background of "Scotchlite" Sheeting. Hand-made pattern shown here saves valuable production time, makes letter-placement easy.



ONE MAN-OPERATED vacuum applicator bonds sheeting to sign surfaces in just six minutes. Applicator is easy to use, requires no special skills or long training. Pays for itself in stepped-up production.



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